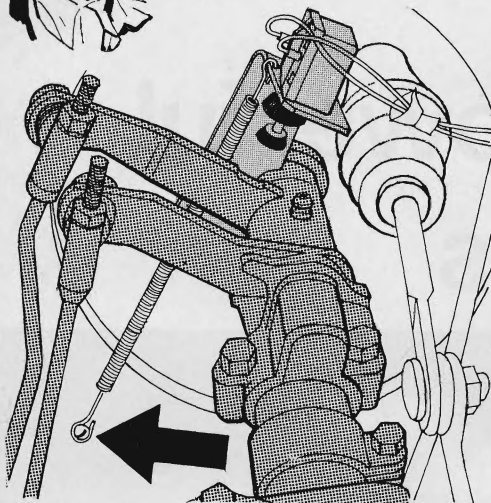


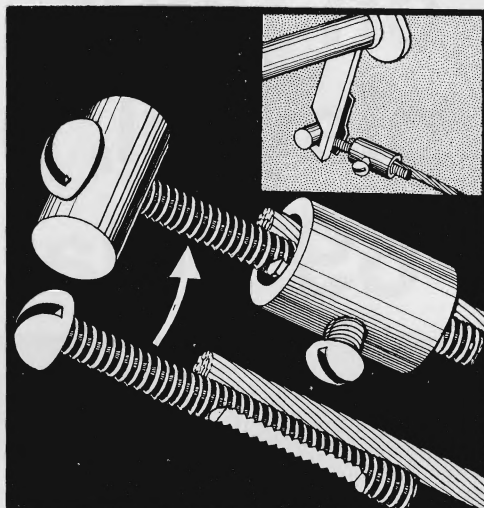


Hints from the Model Garage

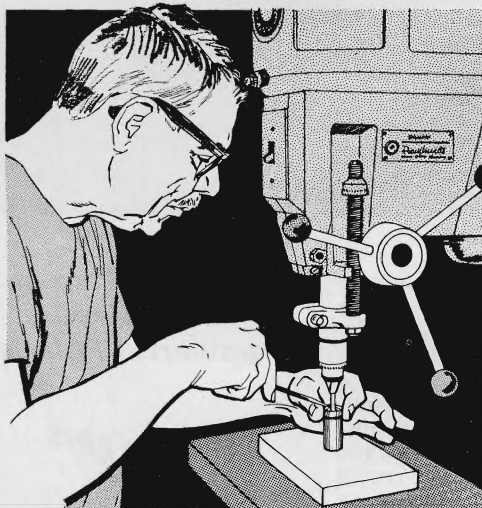
DRAWINGS BY
RAY QUIGLEY



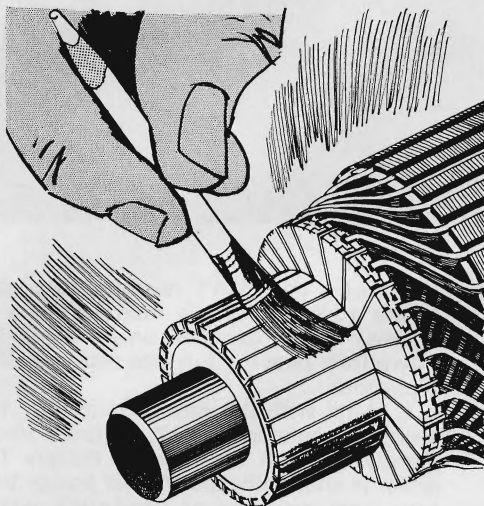
Unreliable backup lights on '56 Fords can be fixed easily by fitting a light spring between the switch bracket and the lower end of the firewall. The spring insures that the reverse bar operates the switch regardless of play in the shift linkage.



Broken clutch cables on four-speed Corvairs can be repaired by sliding a sleeve over the cable, matching it with a No. 12-24 2" bolt held in the clutch-lever slot by a drilled $\frac{3}{8}$ "-by- $\frac{3}{4}$ " rod. The bolt threads grip the cable better than a pressed-on tip.



You need three hands to pry the plunger retainer loose from the hydraulic valve-lifter body—unless you use a drill press and a short pushrod to hold the plunger down. This way, you have both hands free for removing or refitting the retainer.



For cleaning brushes and commutators on starters and generators, a good tool is a fiberglass typewriter eraser. Use the eraser end to get down between segments without damaging the mica insulation; reverse the tool to brush out the matter rubbed off.